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11.00 a.m. to 12.00 Noon . . . Every 15 minutes.
12.00 Noon to 1.00 p.m. . . . Every 10 minutes.
1.00 p.m. to 2.00 p.m. . . . Every 15 minutes.
2.00 p.m. to 3.00 p.m. . . . Every 15 minutes.
3.00 p.m. to 4.00 p.m. . . . Every 15 minutes.
4.00 p.m. to 5.00 p.m. . . . Every 15 minutes.
5.00 p.m. to 6.00 p.m. . . . Every 15 minutes.
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Hongkong, 3rd July, 1908. Wine & Spirit Merchants. a34

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Hongkong, 24th July, 1905. a1109

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from Canton, give easy communication with both
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\$7.50 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.
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WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 729

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Hongkong, 28th July, 1908.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news of the day should be sent to the Editor. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pansa. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 24. Telephone No. 12.

BIRTH.
On July 30th, at Shanghai, the wife of O. L. Liberty of a son.

MARRIAGE.
On July 21st, at Yokohama, LIZIE (MAY), daughter of Mr. J. L. O. EYTON, of Yokohama, to GUY, son of Mr. HARRY STEVENSON, of Brighton, England.

DEATH.
On July 25th, in the C.I.M. Sanatorium, Chefoo, JOHN EDWARDS, infant son of the Rev. Geo. H. and Mrs. SEVILLE, of Wenchow, Chekiang.

HONG KONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 5TH, 1908.

The British Government, in fulfillment of its election pledges, is slowly proceeding with the repatriation of the Chinese who a few years ago were encouraged to proceed to the Transvaal to work in the mines. One would almost think that not a single Chinese now remains in the Rand if we note the absolute silence of the Radical press on the subject. There are still, however, more than 20,000 Chinese in the Transvaal out of the 68,000 who were recruited in China, and though they are working under the same conditions—conditions which the men would be very glad indeed to get in China—the Radical conscience remains undisturbed and the subject has apparently passed out of the mind of the Radical orator. The last word on the subject, however, has not yet been spoken. As the work of repatriation proceeds and the demand for native African labour increases we cannot see that, from the humanitarian point of view, the repatriation of the Chinese has been a very satisfying policy to the supporters of the Government. We make no reference to the results of the repatriation of the superior labour of the Chinese on the output of the mines. That would not appeal to the objectors to Chinese labour. But on humanitarian

grounds the Government can already be charged with a worse state of affairs than they were able to allege against the Government which sanctioned the introduction of Chinese labour in the Rand mines. No one can be less of a partisan on such a question than Lord OSCAR, who has evidently been closely studying the question. In a brief but very pointed letter to the *Times* his lordship supplies a sufficient explanation of the silence of the supporters of the Government's policy in this matter. In the first place he points out that it takes 75,000 natives to do the work of 50,000 Chinese; and in the second he shows that whilst the Chinese death rate in the mines is only 10 per 1,000 per annum, the average death rate of the natives is not less than 25. This means, as Lord OSCAR points out, that when with Chinese the number of deaths would have been 500, with Africans it will not be less than 1,375, or, in other words, "the Government policy will result in the loss of 1,375 additional human lives every year." What, we wonder, have those who raved from one end of the Kingdom to the other about the enslavement of Chinese to say to this? Diligent search fails to discover in the Radical press any references now to the "smoking hecatombs of slaughtered babes" or to the excessive death rate among the native African miners, or even to the "conditions of slavery" under which some 20,000 Chinese are still working in the mines. No, the "Chinese slavery" cry—ridiculous as it appeared to all who know the Chinese and were informed of the conditions under which they worked on the Rand—served a useful purpose in the election campaign, but the Government and its supporters recognise that a revival of interest in the conditions at the South African mines can do them no good now, but would, in all probability, do them great harm. And so they are discreetly silent on the matter.

The Emperor of China has recovered from his illness.

We have received from Mr. Arthur Chapman Supplement No. 3 of his valuable street index of Hongkong and Kowloon.

At to-morrow's meeting of the Legislative Council the resolution to increase the Dues on Shipping will be moved.

The s.s. "Glenfalloch" which arrived in port yesterday, brought 32 deportees from Singapore. They will be shipped to China in due course at the hands of Captain Wals, who was for many years in the service of the Nippon Yusen Kaisha.

The Directors of the Shanghai and Hongkong Wharf Co., Ltd., have declared an interim dividend of 4s. 4d. per share (payable to shareholders on the register on the 8th inst.).

The return of cases of communicable disease in the Colony for the week ended the 3rd instant shows 6 cases of plague; 4 of Cholera and 1 of enteric fever. In the past three days only three cases of plague have been notified.

The steamship service between Tairen (Dahly) and Shanghai, organized by the South Manchuria Railway, will be opened on August 10. The chartered steamer "Kobe Maru" will leave Shanghai every Friday.

Arrangements have been concluded for the transportation of relief and time-expired men of the German garrisons in North China, via the South Manchuria Railway and Siberia, instead of via Suez as heretofore.

The latest typhoon warning received at the American Consulate was received from the Manila Observatory at 11:20 a.m. yesterday and read as follows:—"10 a.m. Cyclone or typhoon over N. China Sea recurring north easterly."

A native who came ashore from the s.s. "Sai An" on Sunday was arrested by Sergeant Wilson on a charge of being in unlawful possession of a quantity of jewellery. He admitted stealing this from Macao, and was sentenced by Mr. J. H. Kemp at the Magistracy yesterday to four months' imprisonment with hard labour.

Three natives, who were arrested by Sergeant Appleton at Chinwan, were charged with being in unlawful possession of six outfits of cable chain, a load which it took ten men to carry to the Central Station. Mr. J. E. Wood, second magistrate, held that the offence was not proved, likening it unto the picking up of a discarded newspaper in a railway carriage. He discharged the defendants.

While out sailing on Monday Messrs. Morrell and Macfarlane observed a very large snake swimming in the sea between Stonecutters and Chinwan. Every fifty yards or so, the reptile rose nearly half its length out of the water. Having a short gun aboard one of the yachtsmen shot and fired when the snake was rising out of the water about 200 yards away. The aim was correct and the dead snake was pulled aboard and found to measure over seven feet in length. It had been so badly shattered that the reptile was useless for the purposes of the Museum, and the yachtsmen got rid of it.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

PRINCE OF WALES' RETURN.

LONDON, August 4th.
H.M.S. "Indomitable," with H.R.H. the Prince of Wales on board, arrived at Cowes on Monday. She left Quebec on Wednesday last, and established a Navy record across the Atlantic, averaging 26 miles an hour.

DISASTROUS BUSH FIRE.

LONDON, August 4th.
A bushfire which has extended over one hundred square miles, broke out at Kootenay, near Vancouver. It has devastated several villages. Five hundred lives have been lost, and the damage is estimated at ten million dollars. The fire is still burning.

TURKEY AND PERSIA.

LONDON, August 4th.
Affairs in Turkey and Persia are generally quiet.

[REUTERS' SERVICE.]

TURKEY.

LONDON, August 1st.
Driving to the Solanlik yesterday (Friday) the Sultan stood in his carriage the whole way, acknowledging the cheers of the people and troops. His Majesty afterwards received the whole diplomatic body in audience, at which he said he hoped for the support of the powers, and assured them of his firm resolve to respect the Constitution. A strong anti-Sultan feeling exists at Adrianople, the headquarters of the Second Army Corps, where loyal placards have been torn down. A meeting in the public gardens protested against the cheering of the Sultan.

Messages have been sent to Constantinople declaring that the army will not tolerate any trifling with the Constitution.

MARRIAGE OF MISS C. D. LLOYD.

A London suburban paper just to hand contains a long report of the marriage of Miss Catherine Dorothy Lloyd (daughter of Captain C. V. Lloyd of Hongkong and Mrs. Lloyd, nee, S. W.), to the Rev. Basil Edward Shewell, vicar of St. Saviour's Church, Battersea Park Road, London, S.W., whom, says the report, few clergymen are more respected and beloved. The bride, it is stated, never held a larger or more picturesque congregation, and a great crowd of the vicar's parishioners gathered in the street to witness the arrival of the wedding party. Mrs. Lloyd, who was escorted by her cousin, Sir Edward Raban, gave the bride away, and the bridesmaids were Misses Ethel and Margery Lloyd (sisters of the bride), Ellen Lloyd (cousin), Dora Shewell (sister of the bridegroom), Beatrice Latyons and Miss Spaulk. The Rev. Martin Shewell, brother of the bridegroom, was best man. Three clergymen assisted in the service which was fully choral and included a short address. The honeymoon was spent in Switzerland. More than a column of the newspaper from which we have extracted these particulars is occupied by the list of presents received.

WATER POLO.

This afternoon, at the V.R.C. enclosure, the Corinthian Yacht Club met the Home team in a shield match. The teams are, V.R.C.—L. E. Lummett, A. H. Carroll, P. M. Remedios, A. E. Alves, A. Y. Barros and J. M. Roza Pereira. C.Y.C.—B. C. Wiltchell, C. J. Cooke, C. Humphreys, E. Humphreys, G. Wiltchell, O. R. Chaney and J. Forbes.

LEAGUE TABLE.

The following is the League table to date—

	W.	L.	D.	Goals
V. R. C.	4	4	0	8
C. Y. C.	4	4	0	8
R. H. K. Y. C.	4	2	1	5
Royal Engineers	4	2	2	4
"Tamar"	4	2	2	4
87th Coy., R. G. A.	4	1	2	3
83rd Coy., R. G. A.	4	0	4	0
88th Coy., R. G. A.	4	0	4	0

(2 points for a win, 1 point for Draw.)

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived Shanghai at 3 a.m. on Monday, the 3rd inst., and left again at 2 p.m. same day for Hongkong, where she arrived at 10 p.m. on Tuesday. The I.G.M. str. *Schamshat* left Kobe at Nagasaki and Shanghai on the 3rd inst. p.m. and may be expected here on or about the 11th inst. p.m.

The I.G.M. str. *Prins Ludvig* which left here on the 30th ult. at 5 a.m., arrived at Singapore on the 3rd inst. at noon.

The C.P.R. str. *Empress of China* left Yokohama at 3 p.m. on Monday, the 3rd inst. for Victoria and Vancouver.

The S.M. str. *Empress of Japan* which left Hongkong on the 4th ult. and Yokohama on the 13th ult. arrived in New York on the 2nd inst., thus making a transit of 29 days from Hongkong and 20 days from Yokohama.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. C. McMenney (president), presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. A. Irving, Messrs. A. Shallen Hooper, H. A. W. Slade, Fung Wa Chuen, Dr. Pearce, (Medical Officer of Health), and the following officials: Dr. Macfarlane, (Assistant Medical Officer of Health), and A. Gibson (Secretary).

THE TYPHOON.

The President mentioned that in districts Nos. 1 to 5, where most of the damage was done by the typhoon, 829 loads of refuse were removed, and as the average in ordinary circumstances would have been 163, that showed that about six times as much work as usual had to be done in the few days after the typhoon. On the day of the typhoon the contractors were unable to supply junk, but on the day following the full number was at work. In districts Nos. 6 to 8, 13 extra junk loads of refuse had been removed. In no district during a period of 24 hours was the same rubbish allowed to remain.

Mr. HOOPER—That is very satisfactory.

PLAGUE PATIENTS AT CANTON.

Correspondence relative to the treatment of plague patients at the Fong Pin Hospital, Canton, was submitted. Articles have appeared in the local press on the subject of the remarkably high percentage of recoveries of plague patients at this hospital, and the Board, having had its attention drawn to the subject, requested that inquiries be made through the Government as to the correctness of the statements. Accordingly the Hongkong Government approached the Acting British Consul at Canton, who now forwarded letters from two medical gentlemen in Canton whom he had asked to report. Dr. Swan, the medical superintendent of the American Hospital, reported that he had made visits to the hospital in question, and expressed the opinion that there was little of fresh interest to report. Dr. Davenport, medical officer to the Consulate-General, said that in his opinion the explanation of the discrepancy between the percentage of cures in Hongkong and Canton hospitals was to be found in the fact that a number of cases treated at the Canton Hospital were incorrectly diagnosed, and that the patients were not suffering from plague at all. During the prevalence of the epidemic in Hongkong a Chinaman contracting malaria or other fever which are accompanied by high temperature and swelling of the glands, jumps to the conclusion that he has got the plague. He at once takes ship for Canton, where he is met on arrival by the agents of the Fong Pin Hospital by whom he is conveyed to that institution. After a few days it is probably found that the man is not suffering from bubonic plague, and he is dismissed, the case, doubtless, being entered in the hospital register as a cure.

PLAGUE PREVENTION.

Correspondence was submitted relative to the

Mr. HUMPHREYS wrote that this was a costly scheme and asked if this was the time to enforce new taxation on the Colony.

Mr. LAU CHU-PAK expressed the opinion that Chinese shopkeepers would object to the removal of the ceilings. In many cases they were put up by the tenants and not by the owners. He pointed out that it was desirable to avoid friction and hardship, and suggested that before the Board made any recommendation to the Government a committee should be appointed to go into the whole question thoroughly.

The President remarked that most of the members desired the appointment of a committee.

A committee consisting of the President, the Registrar-General, Mr. Humphreys and Mr. Lau Chu-pak were appointed.

A VALUABLE BOOK.

A copy of "Etiology and Epidemiology of Plague," which is a summary of the work of the plague commission in India, was circulated. Mr. SHELTON HOOPER mentioned—This book will be very useful.

Mr. LAU CHU-PAK—I suggest that such a useful work should be translated into Chinese, and given to the lecturers of the Tung-Ya Branch Hospitals for their guidance in lecturing.

The President stated that he had bought 50 of these books for distribution, and he thought a translation would be a rather large work. He thought it might be as well to see what the Government were prepared to do.

Mr. HOOPER thought a précis of the book would do for the Chinese.

His suggestion was agreed to.

MARKET AT ABERDEEN.

Correspondence relative to the construction of a market at Aberdeen was submitted. Mr. HOOPER thought a market should be constructed.

Mr. LAU CHU-PAK agreed.

It was agreed that the Government should be requested to put the construction of the building in hand.

MORTALITY STATISTICS.

The death rate in the British and Foreign community for the week ending 18th July was 19.8 per thousand of the population as compared with 24.6 in the corresponding week of last year, and the death rate for the whole Colony was 34.1 per 1,000, as compared with 24.0 for the corresponding week of last year.

THE TYPHOON.

A telegram has been received by H. E. the Governor from the Secretary of State. It is as follows:—
"Your telegram of 30th July, news of Typhoon, received with great regret by H. M. Government, who desired me to convey to Community of Hongkong sincere sympathy at this second disaster within two years."

SUPREME COURT.

Tuesday, 4th August.

IN ORIGINAL JURISDICTION.

BETWEEN THE CHIEF JUSTICE

(SIR F. FERGUSON).

A QUESTION OF SALE.

The Hip On Insurance, Exchange and Loan Company, Limited, and the Hongkong and Manila Yuen Sheng Exchange and Trading Company, Limited, sued Li Po Yung and Li Po Kam for \$49,052.62 as money lent. The Hon. Mr. H. E. Pollock, K.C., who had with him Mr. McNeill from Shanghai, and who was instructed by Mr. Bowley, of Messrs. Bowley and Denny, appeared for the plaintiffs, and Mr. M. Slade, instructed by Mr. G. K. Hall Bratton, represented the defendants, while Sir Henry Berkeley, K.C., instructed by Mr. Atkinson of Messrs. Dawson, Looker and Dawson, appeared for Li Po Kam on accounts *obim*.

The statement of claim set out that defendants as mortgagees in consideration of certain parties named Yu Yuk Chi and Li Po Kwai, as mortgagees, assisting Li Tsung Pak brother of Li Po Yung, in the settlement of his affairs and in payment of his debts agreed that they would on January 20th, 1905, repay to the mortgagees all sums of money not exceeding \$150,000 as should then have been expended by the mortgagees. Li Po Kam assigned as security certain lands. Plaintiffs paid \$150,000 in respect of the debts of Li Tsung Pak, and by consent the mortgagees transferred to the plaintiffs all their rights under the indentures. This sum of \$150,000 had not been repaid but there had been paid \$43,125.50 as interest thereon. In October, 1906, they sold the property for \$189,000 but had to pay the Hongkong and Shanghai Bank \$60,662.32 for principal and interest and \$50,000 for cost on their mortgage.

Li Po Kam denied that the transfer to the plaintiffs was made with his consent. In November, 1905, he commenced an action against the plaintiffs which was withdrawn upon their agreeing not to hold him liable in respect of the mortgage.

Li Po Yung declared that the mortgage and the transfer were in no case valid for more than the sums already paid. He averred that the sale was not a real one but a pretended transaction at a gross undervalue, whereby the plaintiffs had acquired the property at a price less than two-thirds of the real value. He counter-claimed that the sale be set aside and that the plaintiffs pay him \$180,000 received under the mortgage.

Plaintiffs in reply maintained that the sale was a good one.

Mr. McNeill opened the case for the plaintiffs at considerable length and was followed by Mr. Pollock.

The hearing was adjourned.

REFUSING TO PAY A TRAM FARE.

Before Mr. J. E. Wood at the Magistracy yesterday Gunner John Duffy was charged with refusing to pay a tram fare.

Defendant pleaded not guilty. He said he boarded the car at Praya East and had not been on two seconds when the conductor asked him for money. He had 25 cents in one pocket of his coat, but could not find it in time and when near No. 2 Police Station an Indian constable said to him, "Come on, Johnny, to the station." At the Police Station he thought he would have time to explain matters, but he hadn't. He was shoved into a cell.

According to the evidence of the conductor, the defendant boarded the car near the Naval Yard and refused to pay, though asked for payment several times, the result being the charge against him at No. 2 Station. The defendant aimed a blow at witness but he dodged it by jumping off the car.

This evidence was corroborated by a tramway inspector, and his Worship fined the defendant \$5 or seven days' imprisonment.

AN APPEAL.

Among the sufferers of the last Typhoon in Hongkong the Home for the Blind in Kowloon deserves especially to be brought before the public, as the inmates of this institution have been made homeless by the fury of the hurricane.

For the two Sisters and the seventy blind children under their care it must have been a terrible night, when the storm took off their roof, and they had to find protection from the merciless elements in the downstairs rooms of the house, every moment expecting to be buried by the debris.

At daybreak might have been seen a long procession headed by the two Sisters marching to the Victoria Orphanage, where they were kindly allowed to stay till some temporary lodgings for the homeless children could be found.

A house has now been rented on the Hong Kong side and the children are expected to move into their new house this week.

The Sisters are at a loss to know what to do with their old home. It is situated at a cool breezy point, but seems to be too much exposed to the typhoons, and the foundation does not seem to be very safe. They intend to consult an expert about the house and will decide in accordance with his advice. But whatever the decision may be this last typhoon has rushed the Sisters into grave unexpected expenses, as the repairs will involve several thousands of dollars, and the temporary shelter they have costs them \$150 a month.

We are asked to bring these facts before the public, trusting that they will appeal to the hearts of sympathisers with this institution, whose splendid service needs only to be mentioned to deserve the public charity.

"Verily I say unto you, inasmuch as you have done it unto one of the least of these my brethren, ye have done it unto me."

Donations for the "Blind Home" sent to Rev. I. Genahr, 22 Nathan Road, will be duly acknowledged.

THE PROPOSED TYPHOON SHELTER.

GOVERNMENT'S REPLY TO THE SHIPPING FIRMS.

The correspondence regarding the Typhoon Shelter at Mongkok and the proposed temporary increase in light dues has been printed and will be laid on Thursday before the Legislative Council by command of H. E. the Governor.

We note that the correspondence includes the Government's reply to the letter of the Shipping Firms addressed to the Chamber of Commerce on the 24th June and forwarded by that body to the Government on the 2nd July with a covering letter in which it was stated that the Committee of the Chamber wished to associate themselves with the views of the Shipping Companies. Following is the reply returned by the Government:—

Colonial Secretary's Office,
Hongkong, 23rd July, 1908.

SIR—I am directed to acknowledge receipt of your letter of 3rd instant with its enclosure, relative to the construction of a Typhoon Shelter and the means of raising funds for the work.

2. Your Committee urge that a new Shelter is unnecessary and that Causeway Bay is sufficient for all purposes. The Government is somewhat at a loss to understand this change of opinion on the part of the Committee of the Chamber in view of their letter of the 16th of July, 1904, in which the provision of an additional Shelter either at Mong Kok Tsai or 'Cheung Sha Wan was strongly advocated. A copy of the letter in question is appended for convenience of reference together with copy of a letter from the Typhoon Relief Committee dated the 25th of March, 1907, in which that Committee endorsed the proposal for a Shelter at Mong Kok Tsai. I append a list of the names of the Committee in question on which the Chamber of Commerce was strongly represented. It is to be noted that Mr. W. J. Gresson and Mr. D. R. Law, representing two of the largest Shipping Firms which now dissent from the proposal, were on the Committee. To make the record complete I am also to append the reports of the Public Works Committee who considered and reported on this question in 1906 and 1907.

3. Judging by the speeches of an official Members of Council in September last, and by other expressions of public opinion it would seem that the view now put forward by the Chamber is not shared by the community outside the shipping interests. His Excellency on the occasion referred to endorsed the pledge given by his predecessor that Government would undertake the provision of an additional Shelter without delay, and the regrettable delay which has already occurred is due to circumstances, as will be explained, over which the Government has had little or no control.

4. Assuming therefore that the large majority of the community of Hongkong consider that the provision of an additional Typhoon Shelter is an urgent and paramount necessity, the first matter to be settled was its location and cost. Prolonged investigation into these two questions has been responsible for the greater part of the delay which has taken place, and finally was at last reached on the report of the Public Works Committee of the Legislative Council (No. I of 1908). It was then decided on the reports of experts that the best site was at Mong Kok Tsai, and that the scheme proposed by Mr. Boulton at an estimated cost of 1½ million dollars should be undertaken. His Excellency does not propose to re-open this discussion, which would merely result in further delay.

5. Adverting now to your remarks regarding the deepening of Causeway Bay, I am to inform you that a tender has already been accepted for deepening the Southern portion of the Causeway Bay Shelter to a depth of 1 foot below low water of ordinary Spring Tides and work will commence on this at once.

6. The next question at issue is the means by which the funds required for the new Typhoon Shelter are to be raised. In this connection I am to point out that the quotation given in your letter under reply from a Despatch received from Mr. Chamberlain when Secretary of State for the Colonies does not convey an accurate idea of the views expressed by him. In the last paragraph of the Despatch referred to he wrote:—

"I desire to add, that if at any time hereafter urgent necessity should arise for increasing the general revenue, I should be prepared to consider any proposal for raising the shipping dues, as I have no reason to think that the present charge has borne very hardly on the shipping interests."

7. In all the circumstances the Governor with the advice of the Executive Council decided that the proposed temporary increase in Light Dues was a reasonable one for the purpose proposed, and that past experience showed that it would not injuriously affect the Port. His Excellency has, however, read with interest the facts you adduce to show that the conditions of the present day are not identical with those of the past and that in your view the experience of the past may prove to some extent fallacious when applied to the conditions of to-day. He proposes therefore to limit the temporary increase to 2 cents instead of 2½ cents per ton, and to exclude the cost of deepening Causeway Bay from the special fund towards which the additional dues are to be devoted.

8. His Excellency is not prepared to raise a loan for this work in view of the fact that inclusive of the Loan of 1902 the Colony has already raised a sum of £1,435,733 for Railway Construction and other purposes. The interests and sinking funds on these Loans will probably reach 10 per centum of the Colonial Revenue and in these circumstances no additional Loan is feasible, nor would it meet with the concurrence of the Secretary of State. The proposal of your Committee to borrow from a local Bank at 6 per centum as an overdraft—whatever funds are

required to meet the excess of expenditure over the annual amount raised by the addition of a half cent Light Dues and an equivalent sum from Government Funds would, on the assumption that the total cost amounted to \$1,500,000 and was equally expended each year during a period of five years, result in a debt to Bank by the shipping interest of a sum of \$697,285; (assuming that the half cent extra due would produce a sum of \$40,000 per annum) to cancel this debt with continued payments of \$40,000 per annum would involve the continuance of the extra half cent for a further period of 73 years. His Excellency proposes in lieu of this that advances should be made by the Crown Agents or from the Colony's reserves at 4 per centum to meet the yearly deficits. With the proposed increase of the Light Dues to 2 cents, the amount paid by the shipping interest would be \$99,000 and the debt remaining to be extinguished by the shipping interest at the end of the 5 years construction period would be \$894,808 which at the same rate of 2 cents would be extinguished in about 54 years. It is therefore calculated that the temporary increase in the Light Dues would extend over a total period of eleven years. His Excellency concurs in your view that the funds for the construction of the Shelter should be kept separate entirely from current revenue and has recommended to the Secretary of State in this sense.

His Excellency is at the same time prepared to give the assurance that the Government has no intention of continuing the proposed increase to Light Dues after the cost of the Typhoon Refuge has been met, and that this cost will be shared equally by the Funds of the Colony and the produce of the additional cent Light Dues. It must, however, be clearly understood that His Excellency cannot bind himself or his successors in office not to again increase Light Dues should urgent occasion arise, but in such a case a new Resolution would be proposed to the Legislative Council and the matter would be considered on its own merits.

I am, &c.,
F. H. MAY,
Colonial Secretary.

The Secretary,
Hongkong General Chamber of Commerce.

THE FAKUMEN RAILWAY QUESTION.

HISTORY OF THE NEGOTIATIONS.

(FROM OUR CORRESPONDENT.)
Peking, July 22nd.
You in the South of China recently took great interest in the diplomatic negotiations between the Chinese and Japanese Governments regarding the "Taku Maru" affair. But that question did not attract nearly so widespread interest as the Fakumen Railway question is doing. And much of this interest is due, in more ways than one, to a British firm being implicated. This firm is Messrs. Pauling & Co., who contracted with the Chinese Government for the construction of the proposed Fakumen Railway. If this contract should be broken by the Chinese Government on account of the construction of the line, not being proceeded with, the proper procedure for Messrs. Pauling & Co. would appear to be to seek compensation from the Chinese Government. But instead of this Messrs. Pauling & Co. are persecuting the Japanese Government by means of a press campaign. If in this they had confined themselves to facts, they would not have done any harm, though they might not have done any good from their point of view.

Let me state what the facts are. Something having come to Japan's knowledge on August 12 last she gave a first warning to China. This was repeated on October 12 and November 6. Despite this, on November 8, China entered into a contract with Messrs. Pauling & Co. Were Messrs. Pauling & Co. aware that Japan had objected to the proposed railway? If they were, they have but themselves to blame if they consider themselves aggrieved and injured. If they were unaware of Japan's objections, their remedy is against the Chinese Government and not against the Japanese, who cannot be blamed for standing up in defence of their own interests.

The Japanese Government, on learning in January of the conclusion of the contract, lodged, on the 20th of that month, with the Chinese Government a formal protest against the execution of the undertaking. China made no reply whatever till May 6, when she sent to Japan a despatch in which it was dogmatically asserted that the Heilmann-Fakumen Railway did not compete with the South Manchuria Railway, and that, on the contrary, the former would be a feeder to the latter in the same way as a branch line like the Kirin-Changchun line would feed the main line of the South Manchuria Railway. Another despatch was sent by Japan to the Chinese Government on June 27. In this the Chinese contention was completely refuted. It was pointed out that the Heilmann-Fakumen Railway would not be a branch line of the South Manchuria Railway, and that it would, of course, stand in a totally different category from the Kirin-Changchun Railway.

Of course what the Japanese cannot see from themselves is that the Chinese authorities would naturally by every means in their power, try to draw goods and other traffic from every part of the district. This is a policy now so popular in the highest quarters in Peking.

A MISSTATEMENT.

The Peking Conference of 1905 was referred to in the Chinese Government's despatch of May 6. The statement was made in regard thereto: "At the time when the engagement in the Protocol on the strength of which Japan now objects to the construction of the

line in question—was made by China, the Chinese plenipotentiaries said that the word 'parallel' was too comprehensive, and that a definite number of miles should be mentioned within which no parallel should be built. The Japanese plenipotentiaries replied that if the number of miles were fixed it might create the impression in other countries that Japan intended to restrict Chinese railway enterprise. They were subsequently asked to agree that the distance should be understood to be such as would be usual in Europe and America, but objected to this proposal on the ground that no general rule existed on the subject. Moreover the Japanese plenipotentiaries declared that under no circumstances would Japan do anything to restrict China's future from any steps she might desire to take for the extension of means of communication in Manchuria."

The above passage is reproduced in the pamphlet written by Mr. Bland in answer to the recently published Japanese Official Statement of the case against the Fakumen Railway Scheme.

AN IMAGINARY CONVERSATION.

As a matter of fact, I understand, no such conversation ever took place, and the statements alleged to have been made are entirely without substantial basis. The Chinese Government must be labouring under a grave misapprehension in this respect, for neither the protocols exchanged between Japan and China nor the detailed process verbatim kept by the Japanese Government contain anything like the alleged conversation.

THE WORD "PARALLEL."

At that time the Japanese plenipotentiary Baron Komura, said that Japan having been allowed to exploit the railway in Manchuria, a prospect of due profit was necessarily to be secured, and consequently an arrangement should be made to preclude any possible infringement of Japanese railway interests by China. After a short exchange of views between the plenipotentiaries, the Chinese representative, Mr. Yuan, replied that China would never build any line competing with the railway in Japan's possession, and that, should China ever try to do so, Japan might rightly raise objections, it being a matter of course that China should protect the interests of the Japanese railway. Baron Komura then asked to have this undertaking clearly stated in the protocol, if not as an article in the Convention. Hence the existing self-denying engagement given by China, and contained in the protocol. And indeed the word "parallel" appeared for the first time in the draft engagement clause presented by the Chinese plenipotentiaries, and accordingly there was no discussion whatever about the term at that time.

THE QUESTION OF COMPETITION.

The question of the possibility of competition between the two lines depends upon various factors, conditions and circumstances, and is not a mere simple question of distance. To the last Japanese Notebooks mentioned China has not yet replied. But in the meantime the British firms of contractors interested are carrying on their press campaign and trying to embitter the relations between Japan and China on the one hand and between Japan and Great Britain on the other, and are trying to throw cold water on the Anglo-Japanese Alliance. And be it remarked with emphasis that Messrs. Pauling & Co. are not supported in their agitation by the British Government. It is certain, however, that the British Foreign Office would support its own nationals in such a matter if it thought they had a leg to stand upon.

It is exceedingly unfortunate that in the way I have indicated a hindrance is placed in the way of a friendly settlement of the question between Japan and China, the two parties in reality solely interested.

RUSSIAN DUTIES ON BRITISH GROWN TEAS.

In the House of Commons, on the 2nd July, Mr. Bass (Montgomery Borough), asked the Secretary of State for Foreign Affairs whether the contemplated revision of the Russian duties on Indian and Ceylon teas implied the removal of the imports placed upon these teas in 1903 or the admission of all teas whether they came from India, Ceylon, Java, or Japan on the same footing, whether imported by way of Europe or Eastern Asia.

Sir E. Grey: The former is the case; it is the imports placed in 1906 that are to be removed.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 3rd at 3.00 p.m.—The Lochoo Observations just received indicate that the typhoon is moving Northwards to the S.E. of Misaki Shim.

On the 4th at 12.50 p.m.—The barometer has fallen slightly to moderately in Southern and Northern China respectively. It has risen slightly over Tongking.

The Japanese returns are not yet available, but the typhoon over the Pacific would appear to be moving slowly Northwards to the South of the Lochoos.

Pressure remains low over the N.E. part of the China Sea, and a new depression may be developing to the N.W. of Luzon.

Forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood. (a) N.E. winds, strong.

South coast of China between Hainan and Lanchow. Same as No. 1.

Hongkong and Lanchow. N. winds, moderate.

South coast of China between Hainan and Lanchow. N. winds, moderate.

(b) N.W. winds, moderate or fresh; unsettled equally.

HOME CRICKET.

(FROM OUR OWN CORRESPONDENT.)

LONDON, June 29.

Yorkshire's position in the County Championships is still unchallenged, and their 100 per cent still maintained. This week and they drew with last year's champions, North. Batting first, the Tykes ran up the moderate total of 179. Denton, 77, being the chief contributor. To this total the ex-champions responded with 207, towards which Hardstaff was responsible for 81. Twenty-eight runs in arrears, the White Rose representatives were seen to march better advantage at their second attempt, scoring 374 for 6 wickets, before the closure was applied. Newstead scored 100 not out, his first three-figure innings in first class cricket, and Hirst made 78 not out. With under three hours in which to obtain the necessary 334, an obviously impossible task, the Tykes men made a safe draw of the match. The only bowling figures calling for any special comment were 7 for 58 by Newstead, who thus had quite an outing in both departments of the game; Kent and Worcestershire also played a draw. In Worcester's first innings of 255, W. B. Burns batted well for 84. Kent made 324. Hardinge (94) and K. L. Hutchings (83) being top-weights. Burns was again to the fore in Worcester's second venture with 59, and, with Pearson scoring 71 and A. W. Isaac 56, the innings was declared at 375 for 9, leaving Kent 317 to get to inn after lunch. They never tried to get the runs and with the score 155 for 4 (Woolley not out 54) stumpers were drawn. At Leyton Middlesex and Essex, in a heavy-scoring game, came to no definite conclusion—Rev. F. H. Gillingham and Major A. J. Turner (both of whom have brothers in the Hongkong and Shanghai Bank) made 102 and 82 respectively in the Essex first innings, which realised 399. Middlesex's total of 433 in response contained a grand contribution of 120 from P. F. Warner others who materially assisted the score being C. A. L. Payne 68 and W. P. Harrison, not out 50. Essex, in their second occupation of the wickets, made 275 (C. McGately 58, J. W. H. T. Douglas 50). Middlesex put together 78 for 1 wicket before stumpers were drawn, B. T. T. Bonaguidi hitting freely for 45 not out. Lancashire defeated Somerset easily by 385 runs. The Northerners's first innings reached the total of 154. A. C. MacLaren being top-scorer with 48. Somerset made a poor display, Lewis (45) alone showing to any advantage in total of 156. Some good batting was shown by the Red Bess men in their second innings, sharp scoring 136. A. C. MacLaren 51 and Tyldesley 50. They declared with 8 wickets down for 400, and tumbled out the Glamorganshire for the miserable aggregate of 38. The best bowling figures were Sharp 5 for 27, Bransley 5 for 14, Dean 3 for 14, while Lewis, in Lancashire's first inning, got 5 for 69. Warwickshire scored their first success of the season against Derbyshire. The Midlands made the big total of 438 (Baker 112, Kippax 97, T. S. Fishwick 75 not out), and dismissed the Peakes for 185 and 256 (L. G. Wright 111). The requisite 15 were easily obtained for no wicket, leaving Warwickshire victorious by 10 wickets. The best Warwickshire trundlers were Quaise 5 for 65 and F. B. Foster, 6 for 52. An uninteresting draw was the outcome of the meeting between Sussex and Gloucestershire. G. L. Jessop played a grand innings of 164, and helped by Dennett, 37 and A. G. Dipper, not out 56, the Gloucesters total reached 348. The Sussex aggregate was 301. A. E. Beaf playing a fine game for 138. In the second innings Gloucestershire declared, with 234 for 7 wickets, the three storenosed batsmen again doing well (Dipper 64, Dennett 207 not out 40, Jessop 39). Sussex made 200 or 3 when the match was drawn. A. E. Beaf again batted well (68), as did Vine, 53 not out. The former took 8 wickets for 113 in the match, and quite justified his invitation to play for the Players Against Gentlemen at Lords next Thursday.

The Universities were both engaged, Cambridge winning a good match against Mr. C. B. at Lord's by 2 wickets, while Oxford succumbed by 6 wickets to Surrey at the Oval. Scores at Lord's—M. C. C. 186 (C. B. W. Magnay 73) and 370 (V. F. S. Crawford 87, King 60, Llewellyn 51); Cambridge University 232 and 327 for 8 (M. Falcon 122, H. J. Goodwin 49 not out). King took 12 wickets in the match for 210 runs.

At the Oval, Surrey 359 (Spring 135, Hayward 57, Hobbs 54), and 191 for 4 (Hobbs 102, Hayward 50); Oxford University 173 and 405 (G. N. Foster 31 and 59, B. S. Robinson 51 and 37, C. S. Hurst 53, C. E. Hatfield 51).

July 2nd.
Yorkshire have added another victory to their list, beating Somerset by 8 wickets. Lord Hawke's men dismissed the Westerners for 160 and 132, securing 240 themselves first knock (Hirst 55, Denton 53). The necessary 53 were hit off for the loss of 2 wickets. Hirst's bowling figures read 8 for 56 and Newstead 7 for 85.

A notable victory was achieved by Hampshire who vanquished Sussex by 9 wickets. The latter scored 203 (B. Relf 54), Hampshire aggregating exactly 100 more (Llewellyn 141, E. M. Spott 79). The Sussex second innings yielded only 159. B. Relf again being top-scorer with 56. Hampshire easily hit off the 51 runs required for victory. For the winners Badcock bowled splendidly, his record for the match reading 11 wickets for 103. Killick (6 for 57) being the best trundler of the losing side.

Other results in brief are:—
Lancashire 252 (Whitehead not out 131, A. B. Hornby 50) and 302 for 7, beat North 177 and 373 (G. Gunn 71, A. O. Jones 53, Hallam 57, Taylor not out 54). Surrey drew with Warwickshire. Scores—Surrey 338 (Hayward 69, Hobbs 68, J. N. Crawford 59, Marshall 50) and 284 for 8 (Hayward 124, Marshall 74 not out); Warwickshire 327 (Quaise 75, Kinneir 60) and 217 for 5 (Baker 101 not out).

Kent, 387 (Humphreys not out 111, K. L. Hutchings 71) and 209, beat Gloucestershire 220 and 166 (Whitehead 74).
Gloucestershire, 114 and 371 (G. L. Jessop 57, D. L. Brown 79), beat Northamptonshire 143 and 131 (C. T. T. Poot 61). Derbyshire 338 and 147 for 3 (L. G. Wright 64 and 33, Needham 104 and 37), beat Essex 203 (J. W. H. T. Douglas 72) and 27 (P. Ferrin 80, Freeman 69). Gloucestershire of England 229 and 401 for 6 (G. J. Bransley 58 and 194 not out, R. T. Crawford not out 62, C. C. Page 51), beat Cambridge University 296 and 391 for 7, declared d. (J. F. Ireland 46 not out and 123, K. G. McLeod 119 not out, R. A. Young 84).
M.C.C. 135 and 150 for 4 (Tarrant 35 and not out 67), beat Oxford University 151 (T. Bowling 51) and 181.

RECENT CENTURIES.

G. T. Branson (Cent. of Eng. v. Cambridge) 194
G. L. Jessop (Gloucestershire v. Sussex) 164
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Signifies "not out."

THE MARATHON RACE.

FOR THE WORLD'S CHAMPIONSHIP.

The Marathon race, in connection with the Olympic games, was from Windsor to London, a distance of 26 miles. Papers to hand by yesterday's mail state that H. M. the King had graciously consented to allow the start of the Marathon Race to take place in the private grounds of Windsor Castle.

Between seventy and eighty athletes representing seventeen different nations, (wrote a London contemporary) will line up there on Friday, July 24, to run the twenty-six miles which separate Windsor from the Stadium at the White City. This will be the greatest long-distance race ever held, and it is exciting enormous interest all over the world.

After going a few hundred yards the runners will reach Windsor High-street, and thenceforward until the Stadium is reached the race will take place in full view of anybody who cares to witness it.

The course has been most carefully selected with a view to setting a stretch of country as nearly as possible like the twenty-six miles between Marat and Athens over which the famous L. Id ran to bring the news of the Greek victory over the Persians two thousand years ago. In the first few miles it is fairly level, but when Uxbridge has been passed, nine miles from the start, the hills begin, and the road continues to be of a switchback description for the remainder of the journey. In order to enable as many people as possible to witness the actual finish, the competitors on reaching the Stadium will run once round the track, a distance of a third of a mile, finishing in front of the royal box.

The countries which have entered representatives for this great contest are:

Austria	Finland	Russia
Australia	Germany	South Africa
Belgium	Greece	Sweden
Bohemia	Holland	United Kingdom
Denmark	Hungary	United States

The real struggle, it is expected, will be between the United Kingdom, Canada, and the United States, South Africa, and Sweden, and to narrow it down to two the probability is that either the United Kingdom or Canada will provide the champion. Long distance running is more popular both in this country and Canada than it is in America and South Africa, where the hot climate is unfavourable to such long-distance exertion, and although the United States is included in their team, a native American runner whose stamina is practically inexhaustible, and who is equally good for any distance between twenty-five and fifty miles, the general opinion is that he will be outpaced over this "shorter" course by his swifter rivals.

Two years ago at Athens the Marathon race was won by a Canadian, W. Sherring, who is not running this year, but is acting as trainer to his fellow-countryman, A. Swede, John Swenberg, of Stockholm, was second to Sherring at Athens, and another Swede, Gustaf Swenberg, was fourth. Both of these men will be running on July 24, and so will G. B. Blake, the Australian, who finished sixth at Athens. Swenberg, Tornor, and Blake are the only men who took part in the Athens race who will be again competing, and as they have proved their ability to stay the course they are undoubtedly entitled to respect.

At Athens, however, the United Kingdom was very poorly represented in the Marathon race, whereas this time every effort has been made to place a thoroughly representative British team in the field, and the event will probably take more winning than did the one at Athens.

PROVED ATLETES.

Every one of the twelve runners selected to do duty for his country has proved his worth in open competition. First of all there is A. Duncan, of the Balfour Harriers, the winner of the Polytechnic Harriers Marathon trial race last April and the holder of the ten miles championship. A fine, sturdy, long-striding, outgoing athlete, he is the favourite for the greatest race, for which he is in a most excellent position. G. Beale, of the Polytechnic Harriers, who finished second to Duncan in the trial race, is also a rare stayer, and so is J. Price, the winner of the Birchfield Harriers' Marathon trial. T. Jack is the champion long-distance runner of Scotland. F. B. Thompson is a famous long-distance walker, who has taken to running as a relief to the breaking of "fair heel and toe" records.

An English runner who is very much expected to win the Marathon race, is the Englishman, G. L. Jessop, who holds the five miles running record. Jessop competed in the trial race, but he is a slightly built man, and the heavy going was all against him, and he did not finish. There is no doubt about his stamina, and if the weather be fine and warm he is very likely to win.

The chief hope of Canada is Tom Longboat, the famous Indian runner, who has won many long-distance races both in his own country and in America. Unfortunately some trouble has arisen over Longboat's qualifications to run as an amateur. The Americans assert that in their country Longboat overstepped the thin line which divides the amateur and professional; the Canadians, on the other hand, say that as Longboat has come over with full amateur credentials from the Canadian Athletic Association he is entitled to run. There the matter remains for the present. The question will have to be decided by the British Olympic Council. Fred Simpson, another coloured man, will be Canada's best representation in Longboat's absence.

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[35]

LATE TELEGRAMS.

[FROM CEYLON PAPERS.]

FRENCH IMPORTS AND EXPORTS.

London, July 16th.

French imports and exports for the half-year show a decrease of nearly five and a half millions, and seven millions sterling, respectively.

SERIOUS MOTORING ACCIDENT IN FRANCE.

London, July 16th.

M. Etienne, ex-Member of the French Ministry, has had two ribs broken and received internal injuries in a motoring accident at Alencon. His wife was also seriously injured.

PLAGUE AT PORT SAID.

London, July 16th.

A case of plague has occurred at Port Said.

AN INDIAN MATTER.

London, July 16th.

Mr. Buchanan, replying to Mr. Saymore King, said he understood the Bombay Government would shortly submit proposals for improving the position of military officers in the Political Department.

THE OLYMPIC GAMES.

London, July 16th.

British competitors continue to be successful in the Olympic Games. Of eight events they have won four, against the United States two, France one, and Sweden one.

The Olympic Games are proceeding under most depressing conditions. Constant delays rain fall, and the huge Stadium is almost empty.

THE SOUTH AFRICAN GARRISON.

London, July 17th.

The present position of the countries in the Olympic games is as follows:—Great Britain thirty, United States nine, Sweden five, Norway two, Germany two, Canada, France, and Belgium one each. The notable English wins have been Bartlett, who won the one hundred kilometres Cycling Race in 2 hours 41 minutes 35 seconds, which is the world's record; and 25 miles 22.1.5 seconds.

If the distance named is correct, then one hour, instead of two hours, must be meant for the record cycle race.

ENGLAND WINS THE ELCHO SHIELD.

London, July 17th.

At the Bisley meeting Harrow has won the Ashburton shield.

England has won the Elcho shield with a score of 1,620. Scotland being second with 1,673 and Ireland third with 1,600.

BRITISH POST-OFFICE SURPLUS.

London, July 17th.

Speaking in the Commons on the post-office estimates, Mr. Sydney Buxton anticipated a surplus of 32 millions sterling.

WIRELESS TELEGRAPHY CONVENTION.

London, July 17th.

The Wireless Telegraphy Convention, has been ratified by the Powers with the exception of the United States.

EMPLOYMENT OF MILITARY DURING DISTURBANCES.

London, July 17th.

The report of the Select Committee on the employment of the military during disturbances has been laid on the table of the House. The report justifies the employment of the military in certain extreme cases.

THE ISSUE OF INDIAN RAILWAY DEBENTURES.

London, July 17th.

Applicants for the issue of one million sterling 5 per cent. Great Indian Peninsula debentures will only receive about 75 per cent. of the amount applied for.

THE ECLIPSE STAKES.

London, July 17th.

The twenty-first renewal of the Eclipse Stakes of 10,000 sovs., the owner of the second horse to receive 500 sovs., of the third 115 sovs., the fourth 50 sovs., and the fifth 25 sovs., and the nominator of the second 100 sovs. out of the stakes; for then three and four year olds; three year olds to carry 8st. 6lb., four 9st. 4lb.; and 5y. and 6y. allowed 3lb.; day winners of weight for age or sex race value 500 sovs. to carry 4lb. of 1,000 sovs. 7lb. or any weight for age or sex race value 4,000 sovs. 10lb. extra. Eclipse Stakes Course (about one mile and a quarter) (194 entries, 10 sovs. ft. declared for 16 and 5 sovs. for 34).

Mr. J. B. Jom's b. c. Your Majesty, by

Perinimmon—Yours, 3 years ... 1

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Hongkong, 13th July, 1908.

36

Mr. L. DE ROTHSCHILD'S b. c. Sante Strato.

by Victor Wild or St. Frusquin ... 2

Mr. L. NAWMAN'S b. f. Siberia, by St. Simon—Sirenia, 3 years ... 3

Ten horses started.

BANKS

The graph plots 'Days since start of study' on the x-axis (0 to 10) against 'Days since last rainfall' on the y-axis (0 to 10). The data points are connected by lines, showing a series of peaks and troughs that represent the timing of rainfall events. The peaks generally occur at intervals of approximately 3-4 days, with the highest peak reaching a value of 10 on the y-axis at day 10 on the x-axis.

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 6th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	MAEMORA	Noon, 8th Aug.	See Special Advertisement.
LONDON and ANTWERP	NUBIA	About 12th Aug.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS.	Cap. F. J. Fox	Aug.	
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Cap. G. W. Cookman, R.N.R.	About 14th Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 3rd August, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOV"	On 5th Aug., 4 P.M.
SWATOW and SHANGHAI	"KUIKIANG"	On 6th Aug., 4 P.M.
AMOY, CHEFOO and NEWCHWANG	"KWEIYANG"	On 8th Aug., 4 P.M.
MANILA	"TEAN"	On 11th Aug., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, OKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, DUNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 2nd Sept., 4 P.M.

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NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. AMBRIA	18th August
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. BRASILIA	27th August
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILEZIA	10th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAMBIA	16th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. BUEVIA	24th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SENEGAMBIA	10th October
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. BELGRAVIA	17th October

Further Particulars, apply to—
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Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
WEIHAIWEI & CHEFOO	"CHEONGSHING"	Thursday, 6th Aug., Noon.
MANILA	"YUENSANG"	Friday, 7th Aug., 4 P.M.
SHANGHAI	"YATSHING"	Saturday, 8th Aug., Noon.
SHANGHAI	"HANGSANG"	Monday, 10th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 12th Aug., 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOKSANG"	Friday, 14th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 14th Aug., 4 P.M.

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LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Saturday, 9th Aug., 9 A.M.
SWITZER, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"SCHARNHORST"	Wednesday, 12th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	About Wednesday, 12th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 13th Aug., at 5 P.M.

NORDDEUTSCHER LLOYD,
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Hongkong, 5th August, 1908.

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MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"KAWACHI MARU," Tons 6101 Capt. H. Petersen	WEDNESDAY, 19th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	"AKI MARU," Tons 6144 Capt. M. Yagi	TUESDAY, 18th Aug. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND and BRISBANE	"KUMANO MARU," Tons 5076 Capt. N. Matsumoto	FRIDAY, 7th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU," Tons 3317 Capt. K. Homma	FRIDAY, 4th Sept., at Noon.
KOBE and YOKOHAMA	"TAMBA MARU," Tons 6134 Capt. C. H. Butler	WEDNESDAY, 5th Aug., at Noon.
BOMBAY via SINGAPORE, COLOMBO and SHANGHAI, MOJI and KOBE	"WAKAMIYA MARU," Tons 4723 Capt. T. Yamawaki	FRIDAY, 7th Aug., at Noon.
	"YEBOSHI MARU," Tons 4397 Capt. B. Koo	SUNDAY, 9th Aug., at Noon.

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Hongkong, 1st August, 1908.

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SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

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		= COBSE	11th Jan. 09

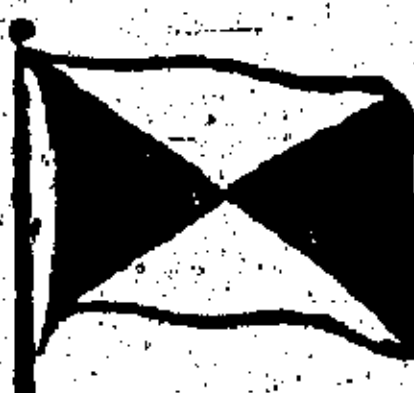
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Hongkong, 3rd August, 1908.

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TJILIWONG	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIMAH	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.

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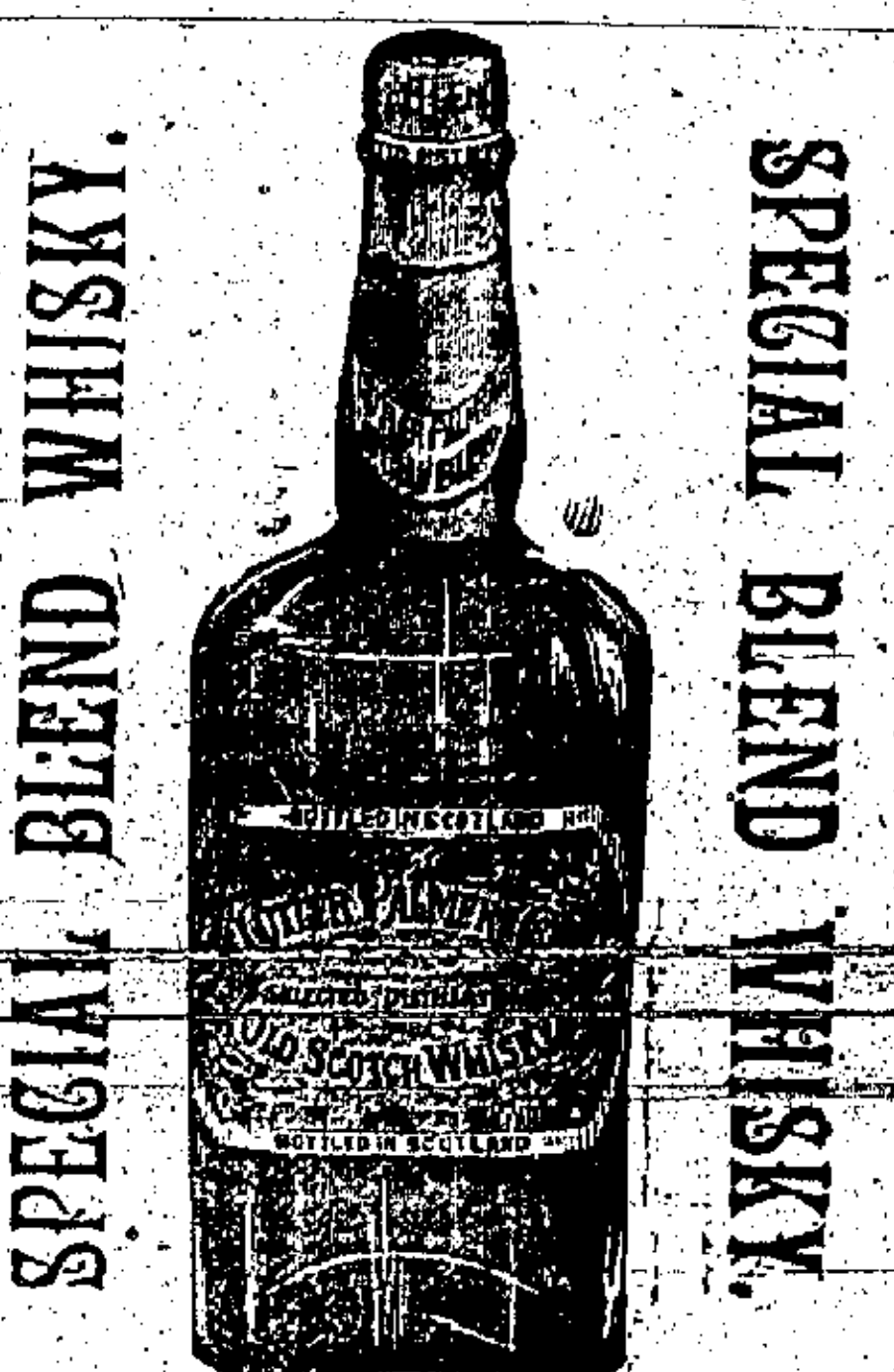
STEAMERS.	ARRIVALS.
AKER, Norwegian str., 1,899, Gullickson, 1st August—Moji 25th July, Coal—Wallen & Co.	NEBITE, Dutch str., 1,453, Westers, 29th July—Port Bukon July 21st, and Saigon 24th. Kerosine Oil—Asiatic Petroleum Co.
AMARA, British str., 1,526, Maltack, 19th July—Hongkong 19th July, Coal—Jardine, Matheson & Co.	FELEUS, British str., 7,441, W. T. Hannah, 3rd August—Tacoma, U.S.A. via Ports 8th July, General—Butterfield & Swire.
ASNA, Norwegian str., 1,017, Hansen, 25th July—Osaka 14th July, Railway Sleepers—Asgaard, Thoresen & Co.	PITANILOK, German str., 1,561, T. Høyman, 3rd August—Bangkok 24th July, and Swatow 2nd August, Rice and Wood—Butterfield & Swire.
APHRODITE, British str., 2,335, J. H. Smith, 31st July—Maroran 21st July, Coal—Doddwell & Co.	QUINTA, German str., 987, F. Frabin, 31st July—Saigon 27th July, Rice—Stimson & Co.
ARCONIA, Russian str., 2,500, Feurgenson, 3rd August—Singapore 27th July, Stokkøp—Melchers & Co.	RAJAH, German str., 1,304, L. E. Petersen, 3rd August—Bangkok 16th July, Rice—Butterfield & Swire.
ARABATON, Arabic str., 2,931, A. Stewart, 29th July—Calcutta & Singapore 7th, General—David Sassoon & Co., Ltd.	SHORU MARU, Japanese str., 909, I. Hoshi, 2nd Aug.—Tamsui via Amoy and Swatow 1st Aug., General—Osaka Shosen Kaisha.
AYUTHIA, British str., 694, R. J. Curtis, 2nd August—Bangkok 24th July, Rice—Gibb, Livingston & Co.	SOLSTAD, Norwegian str., 897, H. Melson, 30th July—Haiphong 23th July, Rice & General—A. R. Marly.
BABA, British str., 2,404, Whyte, 24th July—New York 7th May, and Durban 23th June, Case Oil—Standard Oil Co.	STANDARD, Norwegian str., 884, H. N. Ball, 17th July—Singapore 10th July, General—Wallen & Co.
BELLEPHON, British str., 6,727, J. Bartlett, 30th July—Liverpool via Manila 20th June, General—Butterfield & Swire.	TELMACHUS, British str., 4,302, J. H. Goodwin, 29th July—Shanghai 26th July, General—Butterfield & Swire.
BINGO MARU, Japanese str., 3,873, A. Christensen, 3rd Aug.—Yokohama via Shanghai 31st July, General—Nippon Yusen Kaisha.	TJIPANAS, Dutch str., 2,475, van Emmerik, 1st August—Bangkok 24th July, General—Java China-Japan Lijn.
BORNEO, German str., 1,344, F. Sembl, 28th July—Sandakan 23rd July—Melchers & Co.	TJIPANAS, Dutch str., 2,441, A. Pander, 1st August—Moji 27th July, Coals—Java China-Japan Lijn.
CHONGSHING, Brit. str., 1,256, V. McLiddell, 1st Aug.—Tientsin via Ports 26th July, General—Jardine, Matheson & Co.	WONGKOL, German str., 1,115, W. Reher, 24th July—Bangkok 17th July, and Swatow 27th, General—Butterfield & Swire.
CHUBI, British str., 1,142, J. Warrack, 27th July—Haiphong 27th July, Pakhoi 23rd, and Hoibow 28th, Rice and General—Butterfield & Swire.	YATSHING, British str., 1,424, M. Courtney, 1st Aug.—Chinkiang 27th July, General—Jardine, Matheson & Co.
CHUNGANG, British str., 1,418, W. E. Sawyer, 30th July—Probolingo, Java 21st July, Sugar—Jardine, Matheson & Co.	YAWATA MARU, Japanese str., 3,818, K. Homma, 3rd Aug.—Melbourne 8th July, and Manila 1st Aug., General—Nippon Yusen Kaisha.
COURTFIELD, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.	YCHOW, British str., 1,238, F. Northcombe, 28th July—Shanghai 24th July, General—Butterfield & Swire.
GLENFARO, British str., 3,721, H. W. L. Holmer, 31st July—Vancouver B.C., July 2nd and Shanghai 28th, General—C. P. E. Co.	YUENSANG, British str., 1,500, P. H. Rolfe, 3rd August—Manila 31st July, General—Jardine, Matheson & Co.
HALDES, Norwegian str., 1,068, G. Solberg, 2nd August—Saigon 28th July, General—Asgaard, Thoresen & Co.	
HINSANG, British str., 1,336, A. G. Smith, 2nd August—Hongkong 31st July, Coal—Jardine, Matheson & Co.	
INVERAR, British str., 2,363, Marshall, 30th July—New Castle 11th July, Coal—Arnold, Karberg & Co.	
ITHAKA, German str., 1,446, W. Vogeler, 28th July—Chinkiang 24th July, General—Hamburg-Amerika Linie.	
KATHARINE PARK, British str., 3,075, W. H. Copp, 31st July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.	
KIANGPOH, Chinese str., 1,222, H. Uddin, 31st July—Wuhu and Chinkiang 23rd July, Rice—Chinese.	
KIUKIANG, British str., 1,228, Wavell, 2nd August—Shanghai 30th July, General—Butterfield & Swire.	
KNIVBERG, German str., 648, Henk, 1st Aug.—K. G. Wan 23th July, and Macao 1st August, General—Jensen & Co.	
KOHSCHANG, German str., 1,242, C. Rosinsky, 26th July—Bangkok 19th July, and Hoibow 25th, Rice—Butterfield & Swire.	
KURICHOW, British str., 1,228, G. Hooker, 1st August—Tientsin 17th July, General—Butterfield & Swire.	
KWANGLO, Chinese str., 1,468, R. Lincoln, 29th July—Shanghai 25th July, General—Chinese.	
KWANGPOH, Chinese str., 1,243, Thor. Chapman, 2nd August—Ching-Wang-Tao 27th July, Rice and Coal—Shevan, Tomes & Co.	
LABRETS, British str., 1,340, H. C. Frampton, 25th July—Saigon 21st July, General—Chinese.	
LAISANG, British str., 2,224, E. J. Tadd, 20th July—Calcutta 7th, and Singapore 15th, General—Jardine, Matheson & Co.	
LEUNGCHOW, British str., 1,215, H. Harder, 21st July—Newchwang 15th July, General—Butterfield & Swire.	
LIANG, German str., 2,220, G. Schmitt, 20th July—Hongkong 23rd July, Rice—Butterfield & Swire.	
MANCHU, French str., 1,242, 24th July—Saigon 20th July, Rice—Messageries Maritimes.	
MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July—Borneo 25th July, Coal—Wallen & Co.	
MATHILDS, German str., 831, A. P. Uiderup, 2nd Aug.—Haiphong and Hoibow 1st Aug., General—Jensen & Co.	
MERUO, Chinese str., 1,398, J. MacArthur, 2nd Aug.—Shanghai 30th July, General—Chinese.	
MONGOLIA, American str., 8,750, H. E. Morton, 27th July—San Francisco 30th June, and Shanghai 23rd July, Mails and General—Pacific Mail Steamship Co.	

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